

Mr. President, would the clerk report what is now before the Senate or what should be before the Senate.

CREATING LONG-TERM ENERGY ALTERNATIVES FOR THE NATION ACT OF 2007

The PRESIDING OFFICER. Under the previous order, the hour of 2:15 having arrived, the motion to proceed to the consideration of H.R. 6 is agreed to and the motion to reconsider is considered as having been made and laid on the table.

Under the previous order, the Senate will proceed to the consideration of H.R. 6, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (H.R. 6) to reduce our Nation's dependency on foreign oil by investing in clean, renewable, and alternative energy resources, promoting new emerging energy technologies, developing greater efficiency, and creating a Strategic Energy Efficiency and Renewables Reserve to invest in alternative energy, and for other purposes.

The PRESIDING OFFICER. The majority leader is recognized.

AMENDMENT NO. 1502

(Purpose: In the nature of a substitute.)

Mr. REID. Mr. President, I have amendment No. 1502 at the desk.

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Nevada [Mr. REID] proposes an amendment numbered 1502.

Mr. REID. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

(The amendment is printed in the RECORD of Monday, June 11, 2007, under "Text of Amendments.")

Mr. REID. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. FEINSTEIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mrs. FEINSTEIN. Mr. President, I have come to the floor to discuss one of the provisions of this Energy bill that is now before the Senate. This is the provision that would increase the fuel efficiency of our Nation's fleet of vehicles. These provisions were approved by the Commerce Committee with substantial bipartisan support. They are known as the Ten-in-Ten Fuel Economy Act.

I come to the floor in place of Chairman INOUE, who is ill today and has asked me if I would mind describing the provisions of this legislation, and, of course, I am delighted to do that. The legislation is supported by a bipartisan group of Senators, including Senators STEVENS, SNOWE, DORGAN, COL-

LINS, DURBIN, BOXER, CANTWELL, CARPER, KLOBUCHAR, and KERRY.

The basic premise of the legislation is to increase the fuel economy of cars, SUVs, and light trucks by 10 miles per gallon over 10 years—that is the "10 over 10"—and to do this by 2020. But the bill does do more than that. It continues beyond 2020 and increases fuel efficiency by 4 percent a year through 2030. This is with the addition of the Dorgan legislation which the Commerce Committee added to Senator SNOWE's, Senator INOUE's and my 10-over-10 bill in the Commerce Committee.

Some would have liked this legislation to go further, perhaps to 40 miles per gallon or more. Others do not want any significant increases. But I think this legislation strikes the right balance, and it sets forward a significant, achievable standard for the future.

It would be the first major fuel efficiency increase in the past 25 years. Can you believe it? With all the talk and all the discussion in the past 25 years, nothing has been done to increase fuel efficiency. I have been working on this legislation in one form or another—first, it was with Senator SNOWE as an SUV loophole closer. We have been doing this for more than a decade now.

But the simple truth is that today the technology exists to accomplish the goals of this legislation. It can be done without reducing safety and with significant benefit to our economy and our environment. It does so in a way that gives auto manufacturers the flexibility and the time they need. I hope they listen to this because I think they have a misimpression of the bill. This is not according to just us, but it is according to the experts—the National Academy of Sciences, the International Council on Clean Transportation, and experts at Lawrence Berkeley National Laboratory. So it is time to break the logjam.

We all know our Nation faces stark energy challenges. Gas prices have risen to above \$3 a gallon—more than doubling in the past 5 years. Global warming is real, it is happening, and it is having an impact on the world around us. The United States needs to address the transportation sector's emissions of carbon dioxide. Transportation, in 2004, accounted for 28 percent of U.S. greenhouse gas emissions. With a war in Iraq and tense relations with Iran, we need to move away from our dependence on foreign oil. Through this legislation, we believe we can have a significant impact in each of those areas.

By 2025, increases for cars and light-duty trucks would save 2.1 million barrels of oil per day. That is nearly the amount of oil imported daily from the Persian Gulf, so it would be a savings, by 2025, of about what we import each day now. That is consequential. It would reduce carbon dioxide emissions—which is the primary global warming gas—18 percent from antici-

pated levels in 2025. That is the equivalent of taking 60 million cars off the road in a year. And—and this is a big "and"—it would save the consumer, the driver, the family, a net \$69 billion at the gas pump. That is based on a \$3.08 a gallon gas price. That is the recent average price nationwide. So with gas costing \$3.08 a gallon, the net consumer savings—if this bill were in place—would be \$69 billion. This would mean, if you go to the individual or the individual family, it is a savings of \$700 to \$1,000 a year for families with children, depending on the price of gas. So the time has come to act.

Now, here is what the measure would do. I hope people will listen. It would set achievable fuel economy standards for all vehicles, increasing fleetwide average fuel economy for all cars, SUVs, and trucks by 10 miles per gallon over 10 years—or from 25 to 35 miles per gallon by model year 2020. So 25 to 35 miles per gallon by 2020, and it is 2007 today. It would provide for an additional 4-percent annual increase after that until 2030. It would require the Department of Transportation to improve the fuel economy of medium and heavy-duty trucks over a 20-year period—not tomorrow, not today but over a 20-year period—for the first time in history addressing this particular area of concern.

America, do something about your heavy trucks, and over the next 20 years try to see if you can't make them more fuel efficient.

The key to this bill is it changes the way automakers are allowed to meet these standards in fairly substantial ways. I wish to describe them.

The provision provides the time and the flexibility needed for automakers, we believe, to meet these standards. This is where Detroit does not listen. We believe—we sincerely believe—it creates a level playing field for all automakers. Let me describe how.

Under the existing CAFE system, each automaker must meet a 27.5 miles-per-gallon standard for their particular fleet of cars. This current system disadvantages American companies that build larger cars with lower gas mileage. So we admit the present system disadvantages American automobile makers.

But under the newly proposed system contained in this bill, the National Highway Transportation Safety Administration would have broad discretion to divide vehicles into classes based on their attributes, such as size. So a small car in a small-car class is evaluated against other small cars—not a small car evaluated against a Navigator or a Cadillac but class-by-class evaluations. This requirement would no longer apply to each automaker. This is additional flexibility. Different automakers will meet different standards, depending upon the mix of cars they choose to make.

From 2011 to 2019, the National Highway Transportation Safety Administration must set fuel economy standards that are the maximum feasible